EXHIBIT 2

West Lake Corridor Project

The West Lake Corridor Project is an approximate eight-mile southern extension of the existing NICTD South Shore Line (SSL) between Dyer and Hammond, Indiana. Traveling north from the southern terminus near Main Street at the Munster/Dyer municipal boundary, the West Lake Project will include new track operating at-grade on a separate right-of-way (to be acquired) adjacent to the CSX Transportation (CSX) Monon Subdivision freight line in Dyer and Munster. Continuing north, the West Lake Project alignment will be elevated from 45th Street to the Canadian National Railway (CN) Elsdon Subdivision freight line at Maynard Junction. North of the CN, the West Lake Project alignment will return to grade and join with the publicly owned former Monon Railroad corridor in Munster and Hammond, Indiana, and continue north. The West Lake Project alignment will cross under US 80/94 and continue north on the former Monon Railroad corridor until Sibley Street. From Douglas Street north, the West Lake Project will be elevated over all streets and railroads, using a combination of retaining walls, elevated structures, and bridges.

The West Lake Project will end just east of the Indiana Harbor Belt at the state line, where it would connect with the SSL. West Lake trains would operate on the existing Metra Electric District (MED) line for the final 14 miles, terminating at Millennium Station in downtown Chicago. Station locations for the West Lake Project are Munster/Dyer Main Street, Munster Ridge Road, South Hammond, and Hammond Gateway. The four new stations along the alignment—two in Munster and two in Hammond—would have high-level station platforms proposed to be approximately 10 feet wide and vary in length from 210 to 550 feet. The Hammond Gateway and Munster Ridge Road platforms will accommodate 2-car consists, the South Hammond platform will accommodate a 4-car consist, and the Munster/Dyer Main Street platform will accommodate a 6-car consist. A new platform serving the existing SSL trains at Hammond Gateway Station will have a single center 8-car high-level platform proposed to be 720 feet in length and approximately 24 feet wide. Platforms would typically have three ramps: one at both ends and a third in the middle, depending on access needs based on the surrounding area. Each station stop will have platform warming shelters, parking facilities, benches, trash receptacles, bicycle racks, and other site amenities. The Munster/Dyer Main Street Station and the Hammond Gateway Station will have a depot building.

Additional project elements include a vehicle maintenance and storage yard with a layover yard that will accommodate up to 36 cars and will include an Employee Administration – Light Maintenance Building (EALM) just south of the Hammond Gateway Station and west of Sheffield Avenue. Three traction power substations (TPSSs) powering the overhead catenary system will be built at the following locations: the vehicle maintenance and storage yard, the South Hammond Station parking lot, and the Munster/Dyer Main Street Station. The TPSSs would be enclosed to secure installations housing electrical equipment and controls. The TPSSs would feed an overhead catenary system that powers the vehicles.

The Monon Trail, an existing pedestrian/bicycle route, will be preserved as part of the Project. Access to the Erie Lackawanna and Little Calumet River Trails will also be preserved. The West Lake Project will relocate a portion of the existing Monon Trail. The Monon Trail pedestrian bridge crossing over the Little Calumet River will be shifted east and a new rail bridge will be built at the location of the former Monon Railroad bridge.